



Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

October 2014

Picture of the Month



"The Q Crew" proves the entire family can have fun flying - including the dog - after the Planes and Puppies event on September 13. Left to right; Dawn, Molly (the dog), Thomas and Brianna (in the back) and Arnie Quast in one of JB Aviation's C-172s.

From Planes to Trains

By Captain Jeff Hill, Sr., TWA 1964-1997

Which is a bigger kick; to fly a big jet or to run a 1918 Baldwin 2-10-0 steam locomotive? Well, I found out in 1996, the year I retired from TWA. For my retirement and 55th birthday present my wife and sons bought me an "engineer for an hour" experience at the Illinois Railway Museum in Union, IL.

I'm a rail fan—going back to when I was a kid on our farm just west of Madison, Wisconsin a quarter mile from the Illinois Central's Freeport/Madison subdivision (now a bike trail!). When I heard the engineer blow for the grade crossings I would run to the tracks for a close up look, maybe place a penny on a rail. Once I got a little too close and the hogger started blowing a staccato of short warning 'hoot' 'hoot' 'hoots', then opened the cylinder cocks to blow a

really scary steam shower out of both sides of the locomotive that sent me running for home.

But, I also remember looking up as the North Central DC-3s out of MSN climbed to cruising altitude overhead. I loved the bark of those round engines burning high octane gas (115/145? purple, wasn't it?) much louder than their de-rated 100LL-fueled descendants. I thought that rather than being an engineer I would some day, some how, be a co-pilot on a DC-3. If this dream ever came true I would never ask for anything more....

Perhaps fifty years later, in the autumn of 1996, I approached 'Frisco' #1630 (Frisco is short for the St. Louis and San Francisco RR, now part of Burlington Northern Santa Fe) a Baldwin Locomotive Works 2-10-0 (steam locos were classified by their

Continued on page 2.

Editor's Note

This week I used the AOPA Action Alert system to write my House and Senate representatives about my support for third-class medical reform. This is the second time I have reached out to my elected officials to let them know how important this legislation is to the general aviation community.

Under the present medical certification process we pilots visit our aviation medical examiner (AME) every two to five years (depending on our age) and pay around \$100 each time for the privilege of receiving a medical certificate. There is cursory physical exam but no specific medical tests are required. The exam is not designed to diagnose current medical conditions or predict future health concerns. We tell the AME about any health-related issues, medical visits and procedures we have had over the years since our last aviation medical and the AME compares that information to what the FAA allows and issues a medical certificate, or not.

The significant flaw in this system is that we could have already been flying for up to five years with a health issue or taking medication that the FAA does not deem safe for aircraft operations. Clearly this antiquated system does nothing to improve aviation safety. Furthermore, the money spent by the FAA on managing third-class medical certificates could be used more effectively.

The General Aviation Pilot Protection Act (H.R. 3708 and S. 2103) proposes an education-based approach that teaches pilots about how medical and health issues may have specific effects on flying. I believe it would be a far safer system if we pilots were trained in what medical issues to watch out for and how to deal with them each and every time we fly.

There is more information on what you can do to support this legislation on page 9 and I encourage you to take action too.

Beth Rehm, Editor

Continued from page 1.

wheel arrangements) built in 1918. After many years of faithful service it arrived at the IL RR Museum in 1965 as the steam era ended. I approached it to discover that it was more than just a big brute of a machine, it seemed almost a living thing! It breathed – short soft, ‘shug, shug, shugs’, venting small trickles of steam from here and there, with a little black coal smoke drifting aloft from its stack. It is quite amazing to think that these steam machines were dragging trains at one hundred miles per hour one hundred years ago!

The ‘engineer for an hour’ program at Union begins after the last passenger excursion of the day, about 5 pm. Engineer Ed Beard briefed me on the trip. There was a 10 mph “slow order” at some place because of road bed erosion (like a NOTAM) and he went over our train order (clearance).

He reviewed whistle signals: for example, two longs means the train is going to move forward. Three shorts, train will back up. Approaching grade crossings, two longs, one short



‘Student engineer’ Jeff Hill, Sr. gets checked out in Frisco 1630 in September 1996. Photo is from the June 1997 issue of TRAINS Magazine that contained an article on various railway museums offering ‘You are the Engineer’ or, ‘Engineer for an hour’ fundraising programs.

and one long held as the engine(s) pass through the crossing. There are many more and there are also hand signals (lanterns at night) that crews used to communicate before the advent of two way radios.

Ed sat me in the engineer’s seat, which is a wooden bench. The first thing I noticed was that the boiler

obstructed my forward visibility to the point that the first of the track that I could see was at least fifty, maybe one hundred feet ahead of the engine. And, the ‘cab’ is not really a cab as there is no rear side. I’m told there was a canvas ‘storm curtain’ provided on road engines. There is no heat except for the fire box and boiler so crews dressed for the out of doors. In the ‘old days’ railroading was hard work, it was dirty work and it was dangerous work. Especially dangerous in rail yards!

The actual operation of the engine is quite simple. Move the forward/reverse lever (the Johnson bar) to forward, release the brakes and open the throttle – gingerly. Ed said, “Easy, easy now, stretch her out first....” The sound is sooooo beautiful as the steam enters the cylinders ‘ssssssssss’ then exhausts ‘CHOO’. First slowly, then picking up tempo as speed increases.

We ran the five miles from Union to (almost) Huntley then had to back up as there is no turnaround or wye at the end of the line. Now the conductor was in charge as he stands on the rear car platform. The engineer has no

Continued on page 3.



2-10-0 Frisco 1630 at the IL RR Museum, July 2014. “...1630 was taken out of service in 2004, and after more than six years undergoing repairs and a federally mandated rebuild, it was returned to operational condition on October 30th 2013. On Memorial Day weekend, 2014, the locomotive returned to excursion service.” – Wikipedia

Continued from page 2.

rearward visibility whatever.

There was not a lot of similarity between driving a locomotive and flying a plane. If you ever had an electric train you have a pretty good idea of what it's like, except that you get to ride along. I was surprised to discover it was an awful lot like driving a tractor pulling a big load. Sorry, but it brought back memories of my many hours logged on John Deere's as a kid.

There was, however, a great deal of similarity between operating a rail trip and conducting a flight. After all, both are doing the same job, moving people and /or freight from point A to point B. There is a vast interface between company departments; planning, scheduling, maintenance of equipment, facilities, signals and road bed, sales, training, safety, and others. The crew must operate as a team as not one of them can see the entire operation at the same time.

One last 'little secret' about trains and planes: A good friend had just completed captain upgrading on the DC-9 at Eastern as I had at TWA in the mid sixties. We confided to each other in a hushed conversation at some bar that the most fun of being a captain was taxiing the plane around the airport! And I'm telling you now, the most fun of operating a steam loco is the smells and the sounds of the steam and, especially blowing the steam whistle: whooo, whooo, whooo, whooo!



In September 2007 Jeff got another "engineer for an hour" birthday present - this time on ex BNSF GE U30C #5383.



An aerial view of the Illinois Railway Museum in Union taken from Jeff's Aeronca L-3 in July 2014.

The Illinois Railway Museum is near here, about 11 road miles southwest of Woodstock. If you are not familiar with it, check out their web site at: <http://www.irm.org/>.

They claim to be "America's largest railway museum" and they do have quite a spread (see photograph above) and nowadays most of their collection is under cover (the long sheds with the red roofs) so in the event of a "little weather," your outing won't be spoiled.

The museum holds special events throughout the year and the calendar on their home page lists all the

season's events and explains what equipment is scheduled to be running (electric, diesel and /or steam).



Jeff Hill, Sr. is a retired TWA Captain, long time EAA member and a former editor of Galt Traffic. He currently enjoys

flying his Aeronca L-3 (N48118, Army Air Corps Serial Number 236317). Jeff is also the former Editor of TARPA Topics, the newsletter for active and retired TWA crew members.



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Honor Flight: An Amazing Day

By Larry Schubert

At 94 and in a nursing home, like most WWII veterans, my wife's father does not talk much about his experiences. But over the years, I have pried a lot of information out of him. In 1941 he was a young officer on a destroyer in the Pacific. In bits and pieces, I learned that he was involved in several major battles, including Leyte Gulf in the Philippines where the Navy supported the invasion. His stories of shore bombardment, watching kamikazes blow up escort carriers and living with the noise of 5" guns continue to amaze me. But like all the WWII heroes, he simply came home. No parades. No big welcomes. Just back to work, raise a family and get on with life.

Now fast-forward to this past Memorial Day. Leslie was doing her usual job of decorating the bookstore window for the holiday, and as has been the tradition, putting up photos of her dad, my dad, and others who served. And she started thinking about Honor Flight, since we have known people who have gone on these trips to Washington. Thoughts soon turned to action, and she went on the website and downloaded an application. It was simple to fill out, so having done so we sent it in, not really expecting a positive response... but hopeful nevertheless.

Shortly thereafter we got a call



Lieutenant Richard Kerr, USS Gridley, at the World War II Memorial in Washington, DC.

from Honor Flight Chicago. Not only was he accepted, but he was scheduled for the trip at the end of July! When we broke the news to Dick, we thought we might find some resistance. But the first words out his mouth were "when can I go?" Once I got accepted as a guardian, all the pieces fell into place.

The morning of July 30th dawned very early for me. We had to be at Midway at 4 a.m. for roll call! I have never seen such a well-organized group. We were met at the curb, helped out of the car (he is in a wheelchair), and brought into the baggage area for easy and quick registration and a "yearbook" photo. When all 96 vets had assembled, we were led upstairs and through a special security line (easy/quick) and to the gate. There, coffee and donuts awaited, along with special entertainment from the Andrews Sisters; they were absolutely marvelous.

Watching the kindness and care with which the Honor Flight

volunteers helped the old gents onto the plane was amazing. Everyone's dignity was highly respected, and even the most un-ambulatory were somehow gotten to their seats. Finally, we were off on the day's adventure.

After an easy flight, we arrived at Dulles Airport. And the plane was met by the fire brigade, who offered a water cannon salute over the plane as we taxied to the gate! After getting off the plane, the surprises started coming. At the airport, we were met by a huge crowd who carried "welcome home" and "thanks" signs galore, and offered kisses most freely (Dick liked that part). I was amazed by the welcome. Even people who were simply at the airport that day would stop and say thanks or applaud. It truly brought tears to your eyes.

Once on the buses, we were lead by a police escort, lights and siren blazing, through every red light on the way to Washington. First stop

Continued on page 5.



Navy Veteran Dick Kerr on the plane with 96 other vets.

Continued from page 4.

was the WWII Memorial, which most of these vets had never seen. There was plenty of time to wander around the Memorial before the formal ceremony involving an honor guard, taps, etc. Here, too, we were stopped and thanked countless times by tourists young and old, as well as active military folks.

Then it was back on the buses to go to the west end of the Mall, and the Lincoln, Vietnam and Korean War memorials. More thanks from strangers young and old. More tears, especially as I once again saw my cousin's name on the Vietnam memorial. All the guys (and one female) were holding up well... I think the adrenaline was pumping all day.

By late afternoon, it was time to start heading back. Again led by police escort, we did a quick tour around the Mall and then set out for Dulles. But there was one more stop...the Smithsonian Air and Space Museum's Udvar Hazy museum at Dulles. It's an amazing place, and we had almost two hours to spend there. It features incredible exhibits, including the Enola Gay and the space shuttle Discovery. I had a lot of fun playing "docent" with Dick and a few other guys. I especially enjoyed showing them Gerry Molidor's Sukoi. I had a good crowd gathered at that plane! But my favorite was the Discovery. I had never seen a for-real space shuttle, and it was extraordinary to examine it. I had no

idea how HUGE those things were.

All too soon we were back on the buses for the short ride to Dulles. At the gate, more surprises awaited. Dinner was laid out, plus we had a group of swing dancers all dressed in 40's garb (including some really colorful zoot suits), all dancing to big band tunes. Some of the old guys got up and grabbed a girl and did some dancing, believe it or not.

Another surprise awaited on the plane ride back to Midway. We were asked to have friends and family write thank you letters to Dick. These

at the gate, each vet was met by an active service person. In our case, a sailor from Great Lakes pushed Dick's wheelchair and I just kind of stayed out of the way. One by one they were first greeted and thanked by a couple of high ranking Navy officers, then proceeded down the hall with sailors lining each side and saluting as they went past. And, following the sailors, we encountered the motorcycle club folks who were positively exuberant in their praise and thanks. Dick got a few good smackers from some cute motorcycle babes, and was absolutely in heaven. Then, at the end of the hall was the Chicago Fire Department bagpipe band playing amazing stuff. But all this ended at the elevator that went back down to baggage from whence we had come so early this morning. By this point, the vets were convinced that it was pretty much over... time to go home.

But wait,

there's more...

As the elevator opened at the baggage hall level, it revealed an amazing sight. In front of us were 4,000 people, all holding signs and cheering, along with a big brass band. Honor Flight sets up a winding path through this throng. Everyone wants to shake hands. Or kiss. Or just say thanks. There were signs galore and a marvelous cheering crowd as each vet passes through. Ultimately, they find family members who have come to greet their returning hero. In our

Continued on page 6.



Home again, Dick Kerr was welcomed by family members after arriving back at Chicago O'Hare Airport.

were sent to Honor Flight, who then assembled a mail bag for each vet. Once in the air, it was time for "mail call" and everyone got a satchel stuffed with letters. They really enjoyed reading them on the flight back.

We finally landed at Midway about 9 p.m. As the plane taxied to the gate, I noted the fire brigade not only did the water cannon salute, but also had guys standing in line by the plane, all saluting our heroes. By this time, I think the vets figured the festivities were pretty much over. But

Continued from page 4.

case, it was all Dick's kids, plus their families including grandchildren and great grandchildren. What an amazing end to an amazing day.

Needless to say, we were all pretty tired. My head finally hit the pillow at 1 a.m. Exactly 24 hours since I had gotten up for the trip to Midway. Surprisingly, Dick did not nap the entire day. Thanks to Leslie's brother, I think he finally got back to the nursing home around 2:30 a.m.

Honor Flight Chicago is a truly amazing group of people. They are kind, respectful, enthusiastic and superbly organized. They are actively seeking more vets to take this incredible trip.

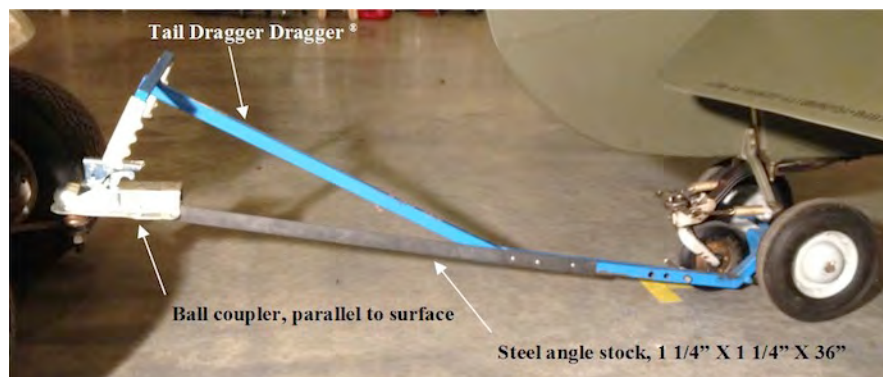
If you know a WWII vet, check out their website at www.honorflightchicago.org. The trip is 100% free for the veteran, and that includes everything down to their t-shirt and all the food. Guardians pay \$499 to go, and it is set up so it is a tax deductible donation. It's worth every penny of that, and more, to be one, and to hear so many vets say "this has been the best day of my life."



Larry Schubert is a 2,500+ hour private pilot, with an instrument rating. He learned to fly at Galt in 1996, having

purchased his 1967 Cherokee 180, 4702L, after a whopping 3 hours of dual. He's been a Galt tenant for his entire flying life. He intends to keep the Cherokee (Lucy) until (A) she dies of old age or (B) he dies of old age or (C) his wife, Leslie, buys him that cool Icon amphib he's drooling over.

Jeff Modifies His Dragger



We saw Jeff's ingenious design in action at the Planes and Puppies event when he towed his plane up to the ramp to put it on display.

How do you tow or push a tail dragger with a tug or a golf cart? There have been tow bars made to move the big tail draggers, like DC-3s and such. They were usually 'Y's with the arms attaching to the main gear and the trunk to the tug. But what about little guys like Cubs and Champs? Well, they're so light you would usually just push them – but what if you have a way to go, say over turf, not pavement? What if you can't start the engine and you want to take it to the shop which is a couple hundred yards away on an uphill grade – and you don't have any help? If all this has you wondering, perhaps what follows might be of use.

You tail dragger owners may be familiar with the Tail Dragger Dragger®, [Aircraft Spruce lists it at \$199 + s/h]. A bit stiff, but you're not

going to find one at Ace, NAPA or Walmart. I've had one for several years and finally decided to modify it in order to couple it to my golf cart and still be able to use it as intended, by hand.

I bought the following at Farm & Fleet: A ball hitch coupler, \$12.99; and a 1 1/4" x 1 1/4" x 36" steel stock 'angle iron', \$7.49. I attached the ball coupler to the angle iron with two 3/8" bolts and the angle iron to the Tail Dragger Dragger with steel pop rivets. Don't mount the coupler parallel with the angle iron, mount it at an angle so it is parallel with the ground, otherwise it won't seat squarely on the ball.

My 'tug' has a ball on both the front and back so I can push or pull headed in either direction.

WORKS GREAT!

In 2012 there were an estimated 314,000,000 people in the U.S. There were about 491 pilots (private or above). That makes us about 0.15% of the nation's population. Pilots, we have to STICK TOGETHER! Do it by joining AOPA and EAA; they are our only voices in Washington and the state capitols.



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Jeff Hill, Sr.,
Contributing Editor

Memories of Bygone Times



(Left) This photograph was sent in by new EAA Chapter 932 member, Dick Ohman. He wants to know if any of our readers recognize where this picture was taken, and which direction was the photographer facing?

Also, can you identify the plane closest to the camera?

Dick has a few more photographs (actual glossy prints) and hopefully the answers to these tricky questions and he has promised to bring them to the next chapter meeting.

(Right) Another photo from Dick Ohman and I'm not even going to make you guess what it is! I am fairly sure any amateur aviation enthusiast will recognize a Ford Tri-motor and if you don't you can cheat because it's written in fairly big letters on the tail. The "Tin Goose" is a common sight at EAA AirVenture and a few years ago I got around to taking a ride in it. What a huge thrill it was to ride in an airplane that was first produced in 1925! We cruised around Lake Winnebago at what seemed like 10 knots and all kinds of airplanes passed us on our approach to three six, even the ultralights!!! Ah, how times have changed.



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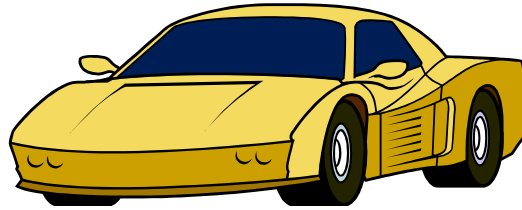
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*Additional Information: Starting location, Rally rules, suggested and required equipment, etc.
will be mailed to each fully registered and paid Team approximately 2 weeks prior to the Rally.*

Rally limited To 25 Teams. ONLY the first 25 PAID teams may participate.

TWA Terminal Hotel and Other News

The former TWA terminal at JFK has been empty and unused since 2001 – an extraordinary almost 13 year waste of a resource and opportunity by the Port Authority.

Tenders are now coming due in October for companies interested in 're-purposing' the terminal, and rumors are circulating that Donald Trump, fresh from closing his hotel and casino in Atlantic City just a couple of weeks ago, is again interested in the terminal. Other hoteliers are also said to be interested, although with the terminal listed as a historic place, and with airport related height restrictions in place too, it is unclear how easy or practical it would be to transform the terminal into a functional and profitable hotel.

It would be lovely to see this iconic terminal re-opened in a sympathetic treatment that shows it to best advantage.

More available at: <http://www.cntraveler.com/stories/2014-09-23/trump-eyes-twa-terminal-at-jfk-for-possible-airport-hotel>.



The TWA Flight Center at JFK Airport in New York was designed by Eero Saarinen and opened in 1962.

in an Aeronca L-3? Especially when I'm the only one flying it and it is stored in a locked hangar. How about: "flight controls free and correct"?

Well a couple of years ago I loaded a box of engine parts in the back seat of my Aeronca and secured it with the seat belt. Attempting to land at Galt I found I could not move the stick far enough aft to flare.

While seated I could not reach the back seat and unfastening my seat belt to turn around to relocate the box of engine parts was out of the question. So, I made a wheel landing at about 75 mph (normal touch down is 40 - 45 mph) and was thankful I didn't roll the tires off the wheels.

When one flies a two seater solo, it's important to carefully scrutinize the empty seat, especially if the plane has tandem seating.

As we get older and acquire experience, it is important to remember that our need now is not so much to be informed as to be reminded. And, may I add, currency tops past experience. It is **DEFINITELY NOT** as they joke, "flying is like riding a bike, once you know how you will never forget."

AOPA Action Alert

A message from Mark Baker, President and CEO of AOPA: There are bills (H.R. 3708/S.2103) in both the U.S. House of Representatives and the Senate that would expand the FAA's current and successful Sport Pilot standard by not requiring pilots to obtain a third-class medical certificate.

The current medical process for pilots who fly recreationally has become costly and overly bureaucratic. It is an outdated practice that should be eliminated. As you know, private pilots assess their ability to fly every day and the data gathered over the last 10 years in the sport pilot category proves that point. I encourage you to contact your elected officials in Congress TODAY and ask them to cosponsor these bills by clicking this link: <https://app3.vocusgr.com/WebPublish/Controller.aspx?SiteName=AOPA&Definition=ContactLegislators&IssueID=9034&submit=Take+Action>

Safety First!

I really enjoyed Ed Moricoli's article in the last issue of GT. It made me think of my first leg as a DC-9 student captain in 1968. My check airman/instructor took a piece of paper and said that these are the five most important priorities of an airline captain, he wrote:

1. Safety
2. Safety
3. Safety
4. Passenger comfort
5. Schedule

As for check lists: What's to check

Jeff Hill, Sr.,
Contributing Editor



Planes and Puppies Event

On Saturday, September 13th we held our first ever Planes and Puppies event at Galt Airport.

In addition to flying young eagles we also collected money and supplies for the Animal House Shelter in Huntley.

Thanks to our generous volunteers we were able to give flights to 31 children and six adults.



A Civil Air Patrol volunteer pets Cara, one of the dogs from the Shelter that is looking for a family to adopt her.



He wasn't happy about it but Otto let Larry Schubert take these two boys on a flight in his Piper Archer. Otto loves to fly too but there wasn't room for him!



Another adorable pooch gets some attention from Diane Sondag.



Pilot Dick Wydra with two young ladies he flew in his Maule.

Thanks to everyone who brought their dogs to Galt for the event. We had a good crowd and plenty of company for the shelter dogs! Thanks also to everyone who donated money and supplies to a great cause: www.animalhouseshelter.com/index.php

We would like to thank **Joaquin Andrade** for sharing his amazing pictures of this event with us. You can see more of Joaquin's photographs on the Galt Airport Facebook page at <http://www.facebook.com/GaltAirport>



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

We've been extremely blessed with beautiful weather this late in the year, and it's been nice to see you all at the airport taking full advantage! With any luck, we'll get a few more weeks of this before it starts to get cold.

If you're still considering it, now

is the best time to get going on your tailwheel endorsement while we still have all the various grass runways available to use. The Citabria has been busy as ever with folks honing their stick & rudder skills... and I think it's safe to say we've had nothing but happy customers so far. Let me know when you want to take it for a ride!

Hopefully you've all noticed by now that Lori Bettendorf is selling her

soap in the FBO. If you haven't tried it already, I would highly recommend purchasing a bar or two. It's really good stuff! Also, Lori is donating 10% of every sale to EAA Chapter 932 and the Young Eagles program. You'll smell good AND help out the kids... everybody wins!

Over the last couple of weeks we've been working on getting the FBO set up to eventually be accessible 24 hours. I know it can occasionally be inconvenient to not have access to a bathroom, water, etc. when you're at Galt after normal business hours. We've already installed the keypad on the door closest to the ramp, and as soon as we're ready to make it official, I'll get signs all over the FBO and get the word out as fast as possible. We're also considering setting up a computer with internet access for weather as well. If you have any other ideas, please let me know!

Finally, I wanted to say thank you to **Rebekah Busse**, **Ed Brown**, and everyone from EAA Chapter 932 for making the first annual Pilots 'N' Puppies event such a great success. We raised a very nice cash donation, filled an airplane with supplies, and flew a great group of kids. It's a lot of work getting it all set up, but really worth doing when you see all the smiling faces. You guys are all awesome!

Flight School News

Congratulations to **Lucas Donker** on his first solo. Lucas is learning to fly with Galt Chief Flight Instructor, **Justin Cleland**, CFI-I.

Congratulations to EAA Chapter 932 Treasurer, **Jean Forni**, on getting her tailwheel endorsement.

Jean and husband **Bob Forni** also recently took a vacation in Michigan and got their Single Engine Seaplane ratings!



Parker and Cheryl Johnston hosted their daughter's wedding at Galt Airport on Saturday, September 6th. Katherine married Eddie Jungmann in a ceremony by the pond.

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QUIZ TIME

By Ed Moricoli

A monthly quiz from EAA Chapter 932 Membership Chair, Ed Moricoli.

1. The lateral dimensions of Class D airspace are based on

- The number of airports that lie within the Class D airspace.
- 5 statute miles from the geographical center of the airport.
- The instrument procedures for which the controlled airspace is established.

2. When a control tower located on an airport within Class D airspace ceases operation for the day, what happens to the airspace designation?

- The airspace designation normally will not change.
- The airspace remains the same as long as a weather observer or automated weather system is available.
- The airspace reverts to Class E or a combination of Class E and G airspace during the hours the tower is not in operation.

3. When converting from true course to magnetic heading, a pilot should

- Subtract easterly variation and right wind correction angle.
- Add easterly variation and subtract left wind correction angle.
- Subtract easterly variation and add right wind correction angle.

4. How far will an aircraft travel in two minutes with a ground speed of 98 knots?

- 2.45 NM.
- 3.35 NM.
- 4.08 NM.

5. You need an E6B to answer this question. If a true heading of 135 degrees results in a ground track of 130 degrees and a true airspeed of 135 knots results in a groundspeed of 140 knots, the wind would be from

- 019 degrees and 12 knots.
- 200 degrees and 13 knots.
- 246 degrees and 13 knots.

MYSTERY AIRPORT

Get out your sectional or use any other tools available to you and join in on finding the mystery airport at the coordinates below:

N4248.533
W915.891

Send an email to Ed with your best guess at linejudge88@att.net.

Last month's mystery airport was Baraboo Wisconsin Dells Airport (KDLL) and three people identified this correctly; **Marty Seitz**, Fox River Grove, **Walt Weidig** of McHenry, and **Michael Hagy** from Bull Valley.



Ed Moricoli was born and raised in Woodstock and spent 30 years working for Prudential Insurance before retiring. He is now a bailiff in a felony court

room for the McHenry Country Sheriff's Department. He is learning to fly at Galt Airport and is an active volunteer with EAA Chapter 932.

Classifieds



For Sale: 24-Volt DC power supply with standard three pin plug. Power all systems on your plane from a 110 AC outlet or charge the ship's battery. I bought it just a few months before I sold my Skyhawk and its never been out of the box. Purchased from Sporty's for \$399 + s/h, \$17.95, total \$416.95. Will sell for \$200. Call Jeff Hill, Sr., 815-338-3551 or email jeffryhill@sbcglobal.net.

For Sale: The "African Queen" air compressor. So called because it sounds like the "African Queen" when it runs. It looks like something put together by Rube Goldberg but it works!! It can be seen at hangar G6 at Galt Airport. \$25.00 OBO. Call Bill Laskey at (815) 459-5084 or email: wlaskey@sbcglobal.net.

Scrap Metal Recycling: Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at (815) 354-2973 to arrange collection.

EAA Chapter 932 members may advertise in the Classified section of Galt Traffic free of charge. Email the Editor to place your advertisement: editor@caa932.org.

1) c, 2) c, 3) b, 4) c, 5) c.

Answers:

EAA Chapter 932 News

President's Message

From Bruce Schottland, President,
EAA Chapter 932

Galt Airport has a pretty active pilot population and EAA chapter. There is always so much to report every month, however, this month I thought it might be worth commenting on some of the things that makes 10C such a unique place.

First and foremost, I always brag about the wonderful people who occupy our serene little patch of aviation nirvana. Everyone is, of course, so friendly. But I suspect this is the case at most airports as I have found only the nicest people involved in flying.

Then there are the airport grounds. Galt has lots of things going on that one would not expect to find at an airport. The cabin and the pond are pretty nice touches. But this year I have noticed a new vegetable garden planted, as well as a very nice fire pit. There is also a bee hive back there and I hope to sometime sample some of the honey.

My airport golf cart was out of commission for about a month until I got around to replacing the battery. Once it was back in action I took it for a little spin around the airport.

On the northwest corner of runway 36 I discovered a really nice trail that had been made that travels all over and pops out near the approach end of 27. Along the trail there is a little patch cut out with some chairs set up. The only sounds heard there are airplanes and the wind through the leaves of the trees. It's a nice spot to sit and relax.

As I am sure many of you have noticed, there is also a little hop farm set up near the cabin. I'm told the this will someday yield hops that will be



A beautiful September sunset at the pond.

used to make beer. I think if that happens the beer should have a great aviation or Galt Airport themed name. I hope to have the opportunity to enjoy that.

I also noticed recently that Lori Bettendorf has made her fabulous home-made soaps available to us in the FBO. Soap was never anything that I paid any particular attention to until I tried some of her lathery goodness. If you have never used her soaps, be sure to stop in and buy a bar. You won't be sorry.

There is also the studio and the pavilion. The studio provides a nice meeting place for larger events. We have used it for EAA events and even a painting class. Galt has also had a couple Holiday parties there. It's great having a big open space to accommodate special occasions. The pavilion serves a similar purpose in the summer time.

We have had countless events there that would not have been nearly as nice without it. Just this summer we have used it for three pancake breakfasts, three Young Eagles rallies and a dinner before the outdoor

movie night. Both the studio and pavilion make large gatherings a lot easier and nicer.

Another special treat at Galt are the berries. I am not one to typically notice such things, but my wife is. She has discovered mulberry trees and raspberry bushes all over the airport. In the summer we occasionally go foraging. She comes home with lots and lots of berries that end up in salads and smoothies. They are delicious and I am glad for her discovery.

There is also an apple tree behind our EAA garage, though I have not yet sampled its fruit.

I suspect that there will be more special touches added as time goes on. I look forward to it and until then will enjoy all the wonderful things that makes Galt Airport such a nice place to hang out and fly. I am always shocked by how much time I spend at Galt not flying. I don't regret it though.

Time spent hanging around Galt is always a nice escape.

More EAA Chapter 932 News

Where are the Chapter Meeting Minutes?

You might notice that we don't have any meeting minutes again this month. That is because we didn't have a regular chapter meeting in September. Instead of a business meeting we held the Planes and Puppies event on our usual meeting day.

We will be back to business as usual this month. The chapter meeting will be held in the FBO at Galt Airport on **Saturday, October 11th at 10:00 a.m.**

Corrections

In the August issue I congratulated **Patrick Hoffmann** on his tailwheel signoff. In actual fact Patrick got that endorsement many years ago, and has even instructed in tail draggers in the past. His recent training was simply to get checked out in the Flight Club's Citabria. My apologies for the mistake and congratulate Patrick on a successful checkout!

I would also like to thank Patrick for making excellent use of that checkout and flying Young Eagles in the Citabria at the Planes and Puppies event on September 13th.

Redbird Sim Update

We wanted to update our membership on the idea that was proposed two months ago in the newsletter to fundraise for a Redbird TD2 simulator. Thank you to everyone who participated in the Google survey. Your feedback really helped.

At this time we are not sure if we have enough interest to embark on the fundraising initiative or the interest in using the simulator enough to justify all the effort. For now we are tabling the idea.

However, the aerobatic group, the Aerostars, based at Galt have agreed to loan their Redbird TD2 simulator they have in their trailer for the winter months to those at Galt who want to use it. The sim can be rented through JB Aviation's flight school. If you are interested please contact either Justin Cleland or Ed Brown for more information.

Chapter 932 will follow closely how much the simulator is used and will revisit the idea to possibly purchase one in the Spring.

Welcome New Chapter 932 Members

Please join me in welcoming the following new chapter members who joined the chapter recently;

- **Mike Eanarino, McHenry**
- **George Mangel, Crystal Lake**
- **Birk Rhoads, Huntley**
- **Tanner Rhoads, Huntley**
- **Tom Wagner, Chicago**
- **Curtis Hollabaugh, Huntley**



As your local FAA Wings Safety Representative, I am looking for your ideas for next year's Wings program at Galt. I would appreciate your suggestions. Please email me at linejudge88@att.net. Thanks,

Ed Moricoli
Membership Chair

Eric Rehm

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois.

Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

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Galt Airport / EAA 932 Calendar of Events

Oct 4	EAA Chapter 22 Fly-in Lunch at Cottonwood Airport (1C8).
Oct 11	EAA Chapter 932 Meeting at Galt Airport (10C), 10:00 am.
Oct 11	EAA Chapter 95 Young Eagles Rally at Joliet Airport (JOT).
Oct 11	EAA Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK).
Oct 12	EAA Chapter 1414 Thank a Vet Pancake Breakfast at Poplar Grove Airport (C77).
Oct 18	EAA Chapter 579 Young Eagles Rally at Aurora Airport (ARR).
Nov 8	EAA Chapter 932 Meeting at Galt Airport (10C), 10:00 am.
Dec 13	EAA Chapter 932 Meeting at Galt Airport (10C), 10:00 am.
Jan 10	EAA Chapter 932 Meeting at Galt Airport (10C), 10:00 am.
Feb 14	EAA Chapter 932 Meeting at Galt Airport (10C), 10:00 am.

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/calendar/

<http://www.fly2lunch.com>

www.aopa.org/pilot/calendar

<http://www.avweb.com/calendarevents>

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

<http://www.flyincalendar.com>

<http://www.generalaviationnews.com/calendar>

<http://www.flyins.com>

<http://www.pilotsofamerica.com>

<http://socialflight.com/index.php>

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at <http://www.aopa.org/asf/seminars/seminar.cfm>.

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGs program. You can search for seminars by keyword or location at <https://www.faasafety.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

EAA SportAir Workshops

EAA SportAir Workshops offer weekend workshops that will launch you on the most satisfying and rewarding adventure of your life. These courses will prepare you to build your own airplane. Get hands on with skills and techniques to complete your amateur build aircraft. You'll gain the skills and most importantly, the confidence to take you all the way to that first fabulous flight. To learn more about upcoming workshops and special EAA member tuition for the courses, call 800-967-5746 or visit <http://www.sportair.com/workshops/index.html>.

EAA Chapter 932 Officers and Contacts

President: Bruce Schottland (847) 912-5122 president@eaa932.org

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Membership Chair: Ed Moricoli (815) 338-4217 linejudge88@att.net

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road, Greenwood/Wonder Lake, IL 60097

Airport Business Hours

8:00 a.m. to 6:00 p.m. Monday through Sunday (Summer hours)

Airport Owners: Diane and Claude Sunday dsunday905@aol.com

Airport Manager/Chief Flight Instructor: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

Office: (815) 648-2433

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Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>

The Dean Rowe Show: <http://huntleyradio.com/the-dean-rowe-show>



AVGAS

Galt Tenant Price

\$5.50

(includes tax)

This newsletter is published monthly and distributed via email to approximately 500 readers. You can download current and past issues from the chapter web site at <http://www.eaa932.org/newsletters.html>. Please contact the editor at editor@eaa932.org to be added to the email distribution list.

2014 Summer Calendar EAA Chapter Events in the Chicago Area

May

- 3rd - Chapter 932 Young Eagles Rally at Galt Airport (10C)
- 4th - Chapter 22 Pancake Breakfast at Cottonwood Airport (1C8)
- 11th - Chapter 1414 Mother's Day Pancake Breakfast/Young Eagles at Poplar Grove (C77)
- 17th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 18th - Chapter 15 43rd Annual Pancake Breakfast at Lewis University Airport (LOT)

June

- 1st - Chapter 241 Pancake Breakfast at DeKalb Airport (DKB)
- 7th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB)
- 8th - Chapter 95 Young Eagles Rally at Morris Airport (C09)
- 8th - Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)
- 14th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 15th - Chapter 153 Father's Day Pancake Breakfast at Schaumburg Airport (06C)
- 22nd - Chapter 579 Young Eagles Special Event at Aurora Airport (ARR)
- 28th/29th - Chapter 932 Barnstormer Days Vintage Fly-in at Galt Airport (10C)
- 29th - Chapter 790 Pancake Breakfast at Lake in the Hills Airport (3CK)

July

- 12th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 13th - Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)

August

- 8th/9th/10th - Chapter 15 Boy Scouts Airfest at Lewis University Airport (LOT)
- 9th - Chapter 932 Young Eagles Rally at Galt Airport (10C)
- 10th - Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)
- 16th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB)
- 17th - Lyons Club Pancake Breakfast at DeKalb Airport (DKB)
- 30th - Chapter 95 Fly-in/Open House at Morris Airport (C09)

September

- 13th - Chapter 95 Young Eagles Rally at Morris Airport (C09)
- 13th - Chapter 932 Planes and Puppies/Young Eagles Event at Galt Airport (10C)
- 13th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 14th - Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)
- 21st - Chapter 241 Pancake Breakfast at Hinckley Airport (0C2)

October

- 4th - Chapter 22 Fly-in Lunch at Cottonwood Airport (1C8)
- 11th - Chapter 95 Young Eagles at Joliet Airport (JOT)
- 11th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 12th - Chapter 1414 Thank a Vet Pancake Breakfast at Poplar Grove Airport (C77)
- 18th - Chapter 579 Young Eagles at Aurora Airport (ARR)

Visit the chapter websites for more information about each event.



www.eaa.org



www.eaa95.org



153.eaachapter.org



www.eaa932.org



790.eaachapter.org



1414.eaachapter.org



www.eaa579.org



15.eaachapter.org



www.eaa241.org



www.eaa22.org